

## GUIDE FOR

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# DYNAMIC POSITIONING SYSTEMS NOVEMBER 2013

### NOTICE NO. 2 – May 2018

The following Changes were approved by the ABS Rules Committee on 1 May 2018 with the implementation date; **EFFECTIVE AS OF 1 MAY 2018.**

(See <http://www.eagle.org> for the consolidated version of the Guide for Dynamic Positioning Systems 2013, with all Notices and Corrigenda incorporated.)

Notes - The date in the parentheses means the date that the Rule becomes effective for new construction based on the contract date for construction, unless otherwise noted. (See 1-1-4/3.3 of the ABS Rules for Conditions of Classification (Part 1).)

## SECTION 2 DYNAMIC POSITIONING SYSTEM DESIGN

### 9 Communications and DP Alert System

(Revise Paragraph 2/9.3, as follows:)

#### 9.3 DP Alert System (1 May 2018)

DP alert statuses in operation are to be clearly defined and are, at least, to have the following three levels

- i) Normal operational status
- ii) Degraded DP status
- iii) DP emergency status

A system of visual and audible alarms are to be provided at each DP control station, on the navigation bridge and at the propulsion engine control position or centralized control station, if fitted. The alarms are to be capable of being manually activated from the DP control stations (including DP back-up control station, if fitted) to indicate DP operational status. Where such an alert system is not easily included the means of clear communication of the statuses are to be agreed before commencement of operations. Section 10 of this Guide provides more detailed information for specific vessel types.

The guidance provided by IMCA M 103 “*Guidelines for Design and Operation of Dynamically Positioned Vessel*” and by MTS “*DP Vessel Design Philosophy Guideline*” can be used for the design of DP alert system.

## SECTION 8      ENHANCED SYSTEMS (EHS)

### 7      Closed Bus and Standby Start

*(Revise Paragraph 8/7.3, as follows:)*

#### **7.3      Closed Bus Operation (1 May 2018)**

The closed bus-tie configuration is to be capable of preventing a black-out under relevant fault conditions.

The closed bus-tie configuration is to be such that the minimum number of required running generators (i.e., two or more) are connected to two or more sections of the main bus. The minimum number of running generators are to be determined from the unit's DP capability. The worst case failure of the configuration is not to result in a blackout.

The total number of running generators is to be determined based on the power requirements, needed spinning reserve and the ability to phase back other loads.

If bus frequency or voltage is outside of predefined limits the tie breakers are to open and the system is to run as a split system.